



THE DIFFERENCE JUST A FEW DECADES MAKE.

(Written Specially For The Bulletin.)

"What should you say was the proportion of horse-drawn to motor-driven vehicles on the average highway?"

Ask that question of a dozen different people and you'll be apt to get a dozen different answers. No two would concur. One might say "One in ten," while another would think the proportion was greater, and a third might reckon it less than that.

What's the use of guessing about it, anyway, when there still remains toll-bridges on which toll-takers keep careful count of the number and kind of vehicles passing?

A week ago The Bulletin published the April figures for the traffic over the Thames river toll bridge. These figures show that, during April, there passed over that bridge 596 horse-drawn and 24,760 motor-driven vehicles.

It is reasonable to suppose that these figures are fairly representative of present-day travel. The proportion they show would doubtless be about that of other bridges and of other roads. They indicate that almost fifty automobiles or motor-cycles pass a given point for every horse-drawn cart or carriage.

I don't know when I have chanced upon any statement which has impressed me more strikingly than this. We say shrewdly enough that "times have changed." And we sing blithely enough that "them days are gone forever!" But when a cold-blooded toll-taker on a bridge steps forward with a sheet of verified figures to prove that forty-nine out of every fifty vehicles using his part of the highway are motor-driven and only one in fifty is horse-drawn, why, then we begin really to appreciate things. That is, some of us do. Perhaps the unco' wise had fully appreciated them before. But you and I are just common folks, and we have to have ideas pounded into our heads, as a rule.

Why, it isn't much, if any, over twenty-five years ago that an enterprising and somewhat "sporty" resident of the neighboring city bought and brought to it the first "horseless carriage" which had ever chug-chugged its struts. The machine was an object of wonder to the boys of contumely to adults, of terror to horses—and of unending expense to its owner. After he had owned it three months and made numerous attempts at cross-country driving, he told me that he hadn't ever thus far been able to get back to town under his own power. Invariably something had broken down and he had had to requisition a team to tow him home. But he was a hopeful and cheerful sort of critter, and protested that he was going to keep trying till he was able to drive two miles out, turn around, and come home unaided. That was the very highest achievement which he set before himself as within the range of possibility.

And that was not much more than

twenty-five years ago. Certainly not thirty years ago. At that time the sight—and sound—of this contraption's approach sent all the drivers on the highway hunting side-roads or farm lanes to escape into for safety, and started even the horses pasturing in roadside fields off towards the tall timber with snorts of terror. Sometimes, he told me, when the inevitable breakdown came on a lonely country road, the nearest farmer to whom he appealed for a team to draw him home would drive him off the farm with a pitchfork and highly explosive indignation.

Yet now the horse, which then ruled the highway by a proportion of at least a million to one, is only a minority of one in fifty. The same farmer who was at first disposed to oppose the right of a motor car to any use of the roads whatever, now drives his own silver—or his own Hudson super-six—to town because it's easier and quicker than to "hitch-up." Moreover, he looks with considerable disapproval on any chance horse he may meet which shows any signs of trepidation over the roar of his exhaust. He is inclined to think that people shouldn't be allowed to drive such dum-foot critters on the common highway.

All of which is simply another evidence that things are not what they used to be; that the world is changing; that we are changing with it; and that we've got to face a future strangely if not fearfully unlike the past which we've grown used to.

It isn't only the automobile. I can remember as if it were yesterday when the first moving machine was turned loose on this town, and shall never forget the utter contempt with which the practical farmers of that day regarded the clumsy, expensive and inefficient work. The horse-drawn wheel-rake came in still later. The riding or sulky plow was still longer delayed. The disk harrow was unknown. There was one horse-fork in town but, as it took longer to get it in working order than it did to throw off a load of hay with pitchforks, it wasn't much used. When I was a small boy there was just one leechhouse in the village. It wasn't a very successful one. The ice in it seldom lasted longer than the Fourth of July. But it was a marvel to us country lads to know that the Soule—as we always called the rich owner—could, sometimes, have lee to cool his "switchel" during the earlier days of haying.

Now, practically every farmhouse within my knowledge has its own leechhouse, its moving machines and horse-rakes and sulky plows of course, its telephone and its "garage," usually adapted out of a former leechhouse or woodshed. Moreover, a goodly proportion of them are lighted with electric lights, in place of the old kerosene lamps. "Lamps" do I say? There's another tremendous

change. In those boyhood days the only lamps we knew of were such as burned sperm oil and gave a light hardly brighter than a firefly's, or such as burned "camphens" and were about as likely to blow up as to burn out quietly. We used candles, in the main, and lighted them with wicks of paper or splinters of pine at the kitchen stove, because "kitchen" matches, which had just been invented, were too expensive for any but emergency use.

All these changes within the easy memory of seventy years! Not only all these, but scores of others which I haven't the time or the patience for recalling. And today the alarm, the wireless radio service, the farm tractor stand in about the same relation to the furnishings of daily life which the automobile, the telephone and the electric light stand in today.

What will they be doing for the world a quarter of a century hence? What will they be doing for the farmer? I hear farmers on all sides say that tractors can never displace horses for many forms of farm work. Perhaps not. But it isn't twenty-five years since the same farmers were asserting, with equal conviction, that automobiles would never displace horses for road work. I was one who had that belief, so I know! It has taken but a little over two decades to prove that we were wrong, then. I'm not so sure but that the coming two decades will show an improvement in tractors equal to that of a similar period in the past with autos.

We read of frequent fatal accidents with automobiles, and are inclined to doubt their practicability as a means of transportation. But several lines have been in regular operation for more than a year, now, in England and France, for the carrying of passengers and freight, and statistics show that they have been as safe as railroads or automobiles. Moreover, they are being improved all the time. They are steadily growing faster and safer, as well. The fatal accidents of which we read are usually incurred in experimental flights, trying out some new device or attempting some spectacular "stunt."

It may sound absurd to some, but I, for one, should not dare call it impossible that, twenty-five years hence, the airplane may be as common and as serviceable as the automobile is now, twenty-five years after it was first manufactured.

We old fellows have got used to the world as it was. We're not wholly comfortable with it as it is, because it is so different, already. But we want to go on slowly in saying what things are impossible in the nearby future. We've seen so many changes in the recent past that our experience should keep us humbly silent as to coming possibilities.

Of course, we can't say of us, "The world may be going to the devil—or it may not be. I know some old fellows who thought, twenty-five years ago, that it was heading in that direction, then. But it hasn't arrived, yet, despite their doleful prognostications. While there's life, there's hope. Looking back from our present standpoint, we can see that the forebodings of the past were not warranted, while that same past's wildest imaginings in the fields of discovery and invention were far short of the actuality.

I'm inclined to think that, as it has been, so it will be. The wisest thing for us old chaps to do is to keep our mouths shut and our eyes open.

By that conduct, judiciously persevered in, we may, if we live long enough, see some good many surprises—and be spared the necessity of apologizing for having ever denied their possibility!

THE FARMER.

Torrington.—The first death of a citizen of the Connecticut Junior Republic in the 17 years of its existence occurred May 8th at the Charlotte Hungerford hospital here, that of Walter Webster, 15, of Middletown, who had been at the republic about a year. Death was due to erysipelas and followed an illness of only three days.

CENTRAL VILLAGE

Mrs. Lydia Spicer has been spending several days with Danielson relatives. Joseph Labou is recovering from a serious operation for appendicitis at St. Joseph's hospital. Willmantle. Mrs. Labou is staying with relatives in Willmantle for several days.

Fred Brault has been entertaining his cousin from Dayville.

Mrs. Robert Loring is staying in Worcester several days while her youngest daughter Mary, is regaining her health at the Memorial hospital, having had an operation performed there Thursday.

Clarence Frances of Newport, R. I., visited his parents, Mr. and Mrs. John Frances, Sunday.

Mrs. Jane Babcock, who has been in Moosup several months, spent Sunday with her sister, Mrs. Mary F. Loring.

Mrs. Thomas Weaver and children, John and Margaret, were Norwich visitors Saturday.

Miss Emma Greenhough has returned to Reading, Mass., having spent a week at her home.

Miss Edith Preston has returned to Westboro, Mass., after spending a week at the residence with Rev. Mary Macomber.

Maurice Torrey will be the leader of the C. E. society Friday evening.

The teachers' training class is to meet at Mrs. Thomas Dixon's this (Thursday) evening.

The W. C. T. U. meeting was held Tuesday afternoon at Mrs. Everett Ladd's.

Rev. Mary Macomber was in Willmantle Tuesday to attend the Windham County Association of Churches. Willis Torrey and Mrs. Mortimer Stetson were absent delegates to represent the local church.

Clarence Daggett had his truck badly damaged in Moosup Saturday evening. John Fletcher was riding with him when an automobile collided with the truck. Mr. Fletcher and two fingers injured.

The Y. M. C. A. members will attend church in a body Sunday morning.

Henry Knight of Danielson was a visitor here Sunday.

Mrs. Albert Dowsley of Danielson has been a recent visitor here, where she formerly lived.

Mrs. Edward Gallagher, Mary and Gertrude Gallagher, spent Saturday in Providence.

Mrs. Charles Dearborn has returned after a few weeks' stay with friends in Norwich.

Mrs. Edith Thillinghaast of Willmantle has been spending several days at Fred W. Thillinghaast's.

Mrs. Ballard has been very ill with pneumonia and remains under the care of a registered nurse.

The body of Mrs. Jennie Bennett, 30, wife of Edwin Bennett, was brought from New Britain Saturday afternoon for burial in the family lot at Evergreen cemetery. She was born here, the daughter of Mr. and Mrs. Daniel Wheeler. She

leaves her husband, a stevedore of Hartford and a stepdaughter in New Britain. Edward Hipple has returned from a stay of several days with his daughter in Boston.

Mr. and Mrs. Arthur Davis spent Sunday at Conimicut, R. I.

EKONK

The illustrated lecture in the church given by Rev. John R. Pratt of Brooklyn Saturday evening was well attended and enjoyed by all.

Mr. and Mrs. William Jarvis were callers in Westbury, R. I., Saturday.

Rev. Truman Childs visited Rev. Robert Humphreys in Canterbury Tuesday.

Mrs. Florence Maynard is suffering with rheumatism.

Warren Tanner and Harry Maynard were driving over Sterling Hill last week buying cows.

Pear and peach trees are in full bloom. Mrs. George Gallup visited her daughter, Mrs. Louis Ingalls, in Danielson last week and called to see Arthur Gallup at the Day Kimball hospital in Putnam. She also visited her sister, Mrs. George Frink, in Westchester.

Arthur Gallup is improving slowly. Harmon and Mortimer Frink, Charles Tanner, John and Lena Sayles and Florence Gallup motored to Putnam and called on him Sunday.

An interesting grange meeting was held Friday evening.

Farmers are rushing their work.

YANTIC

Mrs. C. Garvene of New York has been spending a few days at her home here.

Mrs. Harmon J. Gibbs and daughter Marion were guests at the 33d anniversary reunion at the Willmantle Normal school Saturday.

Miss May Hammett of Danielson was a week end guest of Mrs. H. J. Gibbs, having attended the Willmantle Normal school Saturday.

Mr. and Mrs. J. Louis Oliver of South Manchester were guests of Mr. and Mrs. Henry Hamilton for a brief time Sunday.

Mrs. W. W. Weeks and daughter of Willmantle have been spending a brief time with Mrs. M. Weeks.

Mrs. P. J. McCall of New York is the guest of Mrs. Stephen O'Hearn.

Thomas Pfeiffer, who has been for the past two weeks in Putnam, spent Sunday with relatives in Worcester.

Miss Mildred Pendleton has returned from a week end stay with friends at Grotton Long Point.

Mr. and Mrs. R. V. Congdon and children, Raymond, Jr. and Florence, were guests Sunday of Mr. and Mrs. Charles N. Congdon of Stafford Springs.

C. S. McCall of South Manchester was a recent guest at his home here.

Timothy Holter of South Manchester was a recent guest of local friends.

Miss Katherine McCarthy of South Manchester is spending the week at her home in Franklin.

Fred Cook has purchased a ton truck.



NOW PLAYING AT THE BROADWAY

BOLTON NOTCH

At 2.45 p. m. Tuesday the Yantic anti chemical was called to 112 Otisland road to put out a fire in the home of David Wilson. The chimney had become clogged with soot, which took fire, and the blaze burned through the woodwork in the kitchen and caused \$200 damage. Two hand tanks of chemical were used. The house is owned by Mr. Ferguson of Roswell avenue.

Saturday night one of the government automobiles from the submarine base was passing through the village and the driver noticed a fire just as he got in front of the fire engine hall, so help was given by the firemen. One tank of chemical was used to put out the fire and no alarm was given.

Spring plowing is greatly delayed. Miss Anna Pouch has returned to her home in Norwich Town after a stay at Pine Tree cottage.

The man doesn't live who feels at ease in a room where two women are whispering.

Ellery Strong from Manchester is taking care of his uncle, Loren Maine, who is ill with heart trouble.

James Moynihan is in New York. Mrs. Edward Gates and two sons from Manchester were in this place Monday, calling on friends.

Charles Strong from Hartford visited his uncle, Loren Maine, Monday. T. N. Skinner was a Manchester visitor Tuesday.

Mrs. Kimberley, who has been visiting her sister, Mrs. Loren Maine, has returned to her home in Glastonbury.

The state road is receiving a coat of oil this week.

Mrs. Clara Hotchkiss was taken to the hospital Friday, having a broken kneecap.

Among the resins which are most commonly used in varnish making are various natural resins of fossil or semi-fossil origin.

HOOSIER CLUB PLAN SALE

If you want your HOOSIER on the Famous Club Plan—Also the 10-piece Cutlery Set and 14-piece Set of Glassware—FREE

Come in While This Sale is in Progress

AFTER SALE CLOSES, YOU DO NOT GET THESE

TERMS OR THE CUTLERY FREE—THIS OFFER

WILL BE WITHDRAWN THEN

So Come In Before It Is Too Late!



In a single step the new HOOSIER has made kitchen cabinets of the past obsolete—it is the greatest kitchen convenience ever created.

This latest HOOSIER introduces so many new improvements for the simplification of kitchen work that there is really no comparison with any other kitchen convenience.

The new HOOSIER not only saves steps, and time, and cuts out needless work and worry, but in addition, it prevents the backaches which come from working at a table which is not suited to your height.

AND RIGHT NOW, \$1.00 PUTS A NEW HOOSIER IN YOUR HOME!

BUY YOUR HOOSIER NOW!

And Get This Fourteen Piece Glass Set and Ten Piece Cutlery Set FREE!

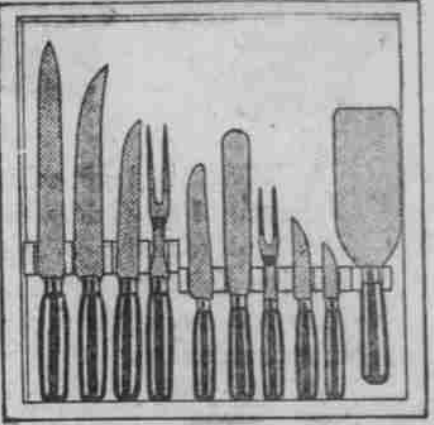
Don't wait until after the end of the sale—get your new HOOSIER while our easy Club Terms prevail. During This Special Sale



This 14-piece set of glassware is given with each HOOSIER BEAUTY, FREE, during this sale.



Delivers Your Hoosier



This high-grade Dexter Domestic Science Cutlery Set is given FREE with each Hoosier Beauty, during this sale.

This offer will be withdrawn when present limited supply of Hoosiers and Cutlery is exhausted. ACT NOW—if you want to secure your Hoosier—don't wait until the end of this sale—and expect us to be able to extend you this FREE Cutlery, and club terms.

Special Factory Representative to Demonstrate Hoosiers at Our Store During This Sale.

Hoosier Cabinet is the most popular kitchen convenience in existence. Over two million women more than own any other make of cabinet, use and endorse the Hoosier.

"Schwartz Bros. Inc." "The Big Store with the little prices" 9-11-13-Water Street—Norwich, Conn.

Demonstrations of the New Hoosier will be held in our store all during this sale. Whether you intend to buy or not, you owe it to yourself to come in and see how this great cabinet excels.

They are Happy and Well

You Should Be the Same

A LARGE number of women's ailments are not surgical ones. Serious displacements or radical changes have not yet taken place.

A tiny part in a fine clock may become loose and cause the clock to gain or lose. If not attended to in time, the part may fall from its place and cause serious trouble. So it is with women's ailments, they start from simple causes; but if allowed to continue, produce serious conditions.

When the warning symptoms are first noted, take Lydia E. Pinkham's Vegetable Compound to relieve the present troublesome ailment, and to prevent the development of serious trouble.

Portland, Ind.—"I was troubled with irregularity and constipation and would often have to lie down because of pains. One Sunday my aunt was visiting us and she said her girls took Lydia E. Pinkham's Vegetable Compound and got well, so mother said she guessed she would let me try it. It is doing me good and I praise it highly. You are welcome to use this letter as a testimonial."—STELLA NEWTON, R. R. No. 8, Portland, Ind.

Baltimore, Md.—"For several months I suffered with severe headache and general weakness. I could not sleep comfortably at night for pains in my back. I found your book at home and after reading it began at once to take Lydia E. Pinkham's Vegetable Compound. I have had very good results and some of my girl friends are taking it now. You may use this letter to help other girls as the letters in your book helped me."—ROSE WARDNER, 3013 Roseland Place, Baltimore, Md.

Many such letters prove the virtue of

Lydia E. Pinkham's Vegetable Compound

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.